

# CHINA



# MAIL.

Established February, 1845,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 4963. 號四月六年九十七百八千一英

HONGKONG, WEDNESDAY, JUNE 4, 1879.

日五十月四年卯己

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, *Clement's Lane*, *Lombard Street*, *George Street* & Co., 30, *Cornhill*, *GORDON & GOTCH*, *Ludgate Street*, R. C. BATES, *HENDY & Co.*, 4, *Old Jewry*, E. C. SAMUEL *DEACON & Co.*, 180 & 184, *Leadenhall Street*.

PARIS AND EUROPE.—LEON DE ROSNY, 19, *Rue Monnaie*, *Paris*.

NEW YORK.—ANDREW WIND, 133,  *Nassau Street*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, *Melbourne* and *Sydney*.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, *San Francisco*.

SINGAPORE AND STRAITS.—SAYLE & Co., *Square*, *Singapore*. C. HEDDERSON & Co., *Manila*.

CHINA.—MACAO, MESSRS A. A. DE MELLO & Co., *Santos*, CAMPBELL & Co., AMYOT, WILSON, NICKOLLS & Co., *Foochow*, HEDGE & Co., *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALKER, *Yokohama*, LANE, CRAWFORD & Co.

## BANKS.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 1,300,000 Dollars.

COURT OF DIRECTORS.  
Chairman—W. H. FORBES, Esq.  
Deputy Chairman—Hon. W. KESWICK.  
R. R. BELLINE, Esq., WILHELM REINER,  
H. L. DALEYMPLE, Esq.,  
F. D. SASSOON, Esq.  
H. HOPFUS, Esq., W. S. YOUNG, Esq.  
A. MCIVER, Esq.

CHIEF MANAGER,  
Hongkong, THOMAS JACKSON, Esq.  
MANAGER,  
Shanghai, EWEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

HONGKONG,  
INTEREST ALLOWED,  
ON Current Deposit Accounts at the rate  
of 2 per cent. per annum on the daily  
balance.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities,  
and every description of Banking and  
Exchange business transacted.

Drafts, granted on London, and the  
chief Commercial places in Europe, India,  
Australia, America, China and Japan.

T. JACKSON,  
Chief Manager,  
Offices of the Corporation,  
No. 1, Queen's Road East,  
Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.  
(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.  
At 3 months' notice 3½ per Annum.  
" 6 " 4½ " "  
" 12 " 5½ " "

On Current Accounts at Rates which  
can be ascertained at their Office.

D. A. J. CROMBIE,  
Acting Manager,  
Oriental Bank Corporation,  
Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, \$200,000.  
RESERVE FUND, \$150,000.  
Bankers.

THE BANK OF ENGLAND.  
THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG  
grants Drafts on London and the  
chief Commercial places in Europe and the  
East; buys and receives for collection Bills  
of Exchange, and conducts all kinds of  
Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DE-  
POSITS.

On CURRENT ACCOUNTS, 2 per cent. per  
annum on the daily balance.

On FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## BANKS.

### CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

Dr.	LIABILITIES AND ASSETS, 31ST DECEMBER, 1878.	Cr.
To Capital paid up in full...	800,000 0 0	
" Reserve Fund	150,000 0 0	
" Notes in Circulation	852,875 2 6	
" Current Accounts	1,804,425 11 10	
" Fixed Deposits	1,843,501 3 9	
" Bills Payable, and other Suma due by the Bank	1,466,449 11 1	
" Profit and Loss		
Balance of this Account	24,756 18 6	
	28,643,435 9 8	

### PROFIT AND LOSS ACCOUNT

Dr. FOR THE YEAR ENDED 31ST DECEMBER, 1878. Cr.

1878.	£ s. d.	1877.	£ s. d.
Oct. 23. To Interim Dividend, for the half-year to 30th June last, at the rate of 6 per cent. per annum	24,000 0 0	Dec. 30. By Balance brought from last Account	6,310 11 4
Dec. 31. To Balance at date proposed to be dealt with as follows:—		1878.	
Dividend at the rate of 4 per cent. per annum, for the half-year to date.....216,000 0 0		Dec. 31. By Gross Profits for the year.....148,026 14 9	
Profit & Loss New Ac. count.....2,875 6 18 6		Deduct:—	
		Expenses of Management and General Charged at Head Office and Agen- cies, includ- ing Tele- grams and Income Tax, 293,600 5 9	
		Bad & Doubt- ful Debts written off. 411,920 1.10	
		105,580 7 7	
		Net Profits for the year.....42,446 7 2	
		42,446 7 2	
		42,446 7 2	

LONDON, 29th March, 1879.—Examined and found correct,  
OWEN LEWIS, WILLIAM VANNER, Auditors.

15

### COMPTOIR D'ESCOMpte DE PARIS.

(Incorporated 7th & 18th March, 1845.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

CAPITAL FULLY PAID-UP.....£3,200,000.  
RESERVE FUND.....£300,000.

HEAD OFFICE—14, RUE BEBÈRE,  
PARIS.

AGENCIES and BRANCHES at:  
LONDON, BOURBON, SAN FRANCISCO,  
MARSEILLES, BOMBAY, HONGKONG,  
LYONS, CALCUTTA, HANKOW,  
NANTES, SHANGHAI, FOOCHOW.

LONDON BANKERS:  
THE BANK OF ENGLAND.  
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,  
Manager, Shanghai.  
Hongkong, May 20, 1879.

## Intimations.

### HYDROGRAPHIC NOTICE.

#### APPROACHES TO HONGKONG—TYTAMI CHANNEL.

##### POSITION OF DANGER.

Lat. 21° 57' 36" N. Long. 114° 07' 59" E.  
Left Extreme Tytami Island, N. 30° W.  
Least Water on the Rock (reduced to low  
Water Spring) 13 feet.

##### CLEARING MARKS.

No Vessel should stand to the North-  
ward of a line joining the S.E. point of  
Yeo-hau Island with the centre of Guyan  
Island (bearing respectively from each  
other N. 67° E. and S. 69° W.) until  
Ehau-tiead opens clear of S.W. point of  
Tytami Island bearing N. 10° W.

This Rock is about 50 feet Long East  
and West, and 20 feet North and South.

Between the Rock and the Island the  
Soundings vary from 8 to 10 fathoms.

(Signed) G. KING HARMAN,  
Lieut. and Navigator Officer  
H.M.S. "Mosquito."

Approved.

(Signed) GEO. A. G. GREY,  
Lieut. and Commander  
H.M.S. "Mosquito."

Hongkong, 5th May, 1879. 15

This Notice affects Admiralty Chart No. 2812  
and Sailing Directions for the China Sea Vol.  
III, page 15.

##### NOTICE.

### PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

DURING the Next THREE MONTHS  
the Company's Steamers from CHINA  
will proceed direct to LONDON, leaving  
Hongkong on the following Dates:—

3rd June.....S.S. Lombardy.....ton 2728

17th ".....Zambesi.....2431

1st July.....Teheran.....2569

18th ".....Khedive.....2742

29th ".....Malta.....2933

12th Aug.....Kotsi & Hing.....4028

26th ".....Cathay.....2982

9th Sept.....Bobara.....2932

A. MOLIVER,  
Superintendent.

Hongkong, May 22, 1879. 15

##### NOTICE.

### M. EDWARD BURNIE will conduct

my business of MARINE SURVEY

during my temporary absence from the

Colony.

R. H. CAIRNS,

Club Chambers,

Hongkong, May 6th, 1879. 15

##### DENTAL NOTICE.

D. R. ROGERS will visit SHANGHAI

during the Summer Months, leaving

Hongkong on the 1st of April next, and

returning about 1st November.

Hongkong, February 10, 1879. 15

## Intimations.

### HONGKONG WHARF & GODOWNS.

GOODS RECEIVED on STORAGE at

Moderate Rates, in FIRST-CLASS

GODOWNS, under European supervision;

and VESSELS Discharged alongside the

Wharf, on favorable Terms, with quick

despatch. Also entire GODOWNS to be let.

MEYER & Co.

Hongkong, June 2, 1879. 15

##### NOTICE.

### A LL CLAIMS against the Undersigned

Firm, to be sent in on or before the

30th Instant, or, they will not be Re-

cognized.

W. B. SPRATT & Co.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (unless previously disposed of privately), on

SATURDAY,

the 7th of June, 1879, at 4.30 p.m., on the Premises, for Balance of the Term of 999 years, —

## PORTIONS OF INLAND LOT No. 105, viz: —

LOT I.—Measuring North 67 feet 7 in.; South 73 feet 4 in.; East on Cochrane Street 31 feet; and West 31 feet 3 in.; containing 2,198 superficial feet. Crown Rent, \$20.78.

LOT II.—Measuring North 48 feet; South on Gage Street 48 feet 1 in.; East on Cochrane Street 45 feet 7 in.; and West 45 feet 1 in.; containing 2,789 superficial feet. Crown Rent, \$20.79.

LOT III.—Measuring North 69 feet 7 in.; South on Gage Street 70 feet; East 45 feet; and West on Gutzlaff Street 44 feet 1 in.; containing 3,125 superficial feet. Crown Rent, \$29.57.

Each LOT sold will carry with it the materials thereon of the Buildings destroyed in the Late Fire.

Plans may be seen, and all Particulars obtained at the OFFICES of

SHARP & DANBY,  
No. 6, Queen's Road.

lately Messrs E. D. SASSOON & Co.,  
Hongkong, May 31, 1879. jn?

## PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract, —

## THE HONGKONG DISTILLERY,

Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz:—Inland Lots Nos. 749, 751 and 752, with the Substantially Built DWELLING House and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILLS, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to

Messrs SHARP, TOLLER, and  
JOHNSON,  
Solicitors, Supreme Court House,  
Hongkong.

Hongkong, March 5, 1879.

## Notices to Consignees.

## FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Electra*, Capt. BISHOP, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 4 p.m. To-DAY.

Cargo remaining undelivered after the 6th of June will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SIEMSEN & Co.,  
Agents.

Hongkong, May 31, 1879. jn?

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. *Morey* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.  
Hongkong, June 2, 1879. jn?

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Arratoon Apcar*, Capt. MACTAVISH, having arrived from the above Ports, Consignees of Cargo by her are requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, June 3, 1879. jn?

## FROM SAN FRANCISCO AND YOKOHAMA.

THE Steamship *Alaska*, Captain S. S. BURRY, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

The above Steamer having incurred General Average, Consignees of Cargo and Treasure are notified that a General Average Bond is now lying at our Office and will require their Signature before delivery.

RUSSELL & Co.,  
Agents.

Hongkong, May 10, 1879.

## To-day's Advertisements.

## FOR MANILA.

The Steamship  
"DIAMANTE,"  
Capt. THEBAU, will be despatched for the above Port on THURSDAY, the 6th Inst., at 4 p.m. For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, June 4, 1879. jn?

## FOR SWATOW, AMOY &amp; FOOCHOW.

The Steamship  
"DOUGLAS,"  
Capt. YOUNG, will be despatched for the above Ports on SUNDAY, the 8th Instant, at 10 a.m. For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, June 4, 1879. jn?

## SELLING OFF.

AS it is necessary to effect a COMPLETE CLEARANCE by the end of the present month, — The whole of LAMMERT ATKINSON & Co.'s REMAINING VARIED STOCK, comprising:

## FAMILY STORES.

## WINES.

## SPIRITS.

## ALEX.

## STATIONERY.

## BOOKS.

## ELECTRO-PLATED WARE.

## GLASSWARE.

## CROCKERY.

## SHIPCHANDLERY.

## &amp;c., &amp;c., &amp;c.

Will be sold at FURTHER GREATLY REDUCED PRICES.

Hongkong, June 4, 1879.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNNEES.

CONSIGNNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

For further Particulars, apply to

Messrs SHARP, TOLLER, and

JOHNSON,

Solicitors, Supreme Court House,

Hongkong.

Hongkong, March 5, 1879.

## NOTICE TO CONSIGNNEES.

## MAILS will close:—

For SWATOW & FOOCHOW.—

Per Killarney, at 1.30 p.m., on Thursday, the 5th Inst.

For MANILA.—

Per Churruca, at 2 p.m. To-morrow, the 5th Inst., instead of as previously notified.

Per Diamante, at 3.30 p.m. To-morrow, the 5th Inst.

For SHANGHAI.—

Per Electra, at 3.30 p.m., on Thursday, the 5th Inst.

Per Fuyue, at 3.30 p.m. To-morrow, the 5th Inst.

For TAKOW.—

Per Aegean, at 4.30 p.m. To-morrow, the 5th Inst.

For HOIHOW (AND HAIPHONG).—

Per Conquest, at 5 p.m. To-morrow, the 5th Inst.

For FOOCHOW.—

Per Brisban, at 11.30 a.m., on Friday, the 6th Inst.

For NAGASAKI & HIODO.—

Per Charlton, at 4.30 p.m., on Friday, the 6th Inst.

For STRAITS SETTLEMENTS.—

Per Adria, at 4.30 p.m., on Friday, the 6th Inst.

For SAIGON.—

Per Penedo, at 9 a.m., on Sunday, the 8th Inst., instead of as previously notified.

For SWATOW, AMOY, & FOOCHOW.—

Per Douglas, at 9.30 a.m., on Sunday, the 8th Inst.

For PORT DARWIN, COOKTOWN, SYDNEY, & MELBOURNE.—

Per Atholl, at 3.30 p.m., on Tuesday, the 10th Inst.

MAILS BY THE TORRES STRAITS PACKET.—

The Australian Contract Packet *Bowen* will be despatched from Hongkong, on

THURSDAY, the 12th instant, with

Mails for Singapore, Thursday Island,

Cooktown, Cleveland Bay, Bowen,

Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, Fiji, and Mel-

bourne.

Correspondence can be Registered till 1.15 p.m.

The Mails will be closed at 1.30. Supplementary mail on board with 18 cents late fee till time of departure.

Correspondence for Southern and Western Australia can be sent by this route if desired, but as a general rule it is better to send it via Galle.

Hongkong, June 4, 1879. jn?

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *City of Peking*, will be despatched from Hongkong, on

MONDAY, the 18th instant, with Mails for

Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c.

which will be closed as follows:—

2.15 p.m. Registry ceases.

2.30 p.m. Post-Office closes, but Letters

(except for Non-Union Countries) may

be posted on board the Packet with Late Fee of 18 cents extra Postage

until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Mon's Vido, Paraguay, and Uruguay

cannot be sent by this route.

Hongkong, June 4, 1879. jn?

MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Zambesi*, will be despatched on TUESDAY,

the 17th Inst., with Mails to and

through the United Kingdom and Europe, via Brindisi or Southampton;

to the Straits Settlements, Batavia, Singapore, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

W.B. This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

MAILS BY THE FRANCE PACKET.—

The French Contract Packet *Vigie*, will be despatched on TUESDAY,

the 10th June, with Mails to and

through the United Kingdom and Europe, via Naples, to Sardinia, Pto. de

Sette, to the Straits Settlements, Batavia, Singapore, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

W.B. This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

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W.B. This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

## PASSENGERS.

## ARRIVED.

Per Douglas, from Coast Ports, Capt. S.

Ashton, and 158 Chinese.

Per Yotung, from Swatow, 79 Chinese,

official visit on board and the usual salute was given.

The British steamer *Jeddah*, Captain Clark, left on 23rd for Swatow, Singapore and Penang with about 500 Chinese passengers.

The steamer *Achilles* arrived at the outer harbour this morning (29th), and after landing passengers and mail he proceeded again on her voyage to Shanghai.

The following important paragraphs on subjects of interest to China we find in the columns of the *Pioneer*—

The Chinaman who passed through Mandalay on his way to India was an officier of inferior rank sent by the Viceroy of Szochuen on some mission to Nepal. He seems to have abandoned the route by Battang and Laesa on account of its physical difficulties. Her Majestys Charge d'Affaires at Pekin gave the man a passport for a journey through India. His business is not exactly known; though it may be perhaps, to convey some title of honour and a button to the Nepalese minister. A title—Thonglin Imaima Kokang Wang Sym—was thus conferred on the late Sir Jaug Bahadur in 1871. The Chinese envoy on that occasion, however, went to and from Kathmandoo via Lassa.

The Chinese still hold Kashgar, but they have been attacked twice by Hsikin Kuan Turah, with Andijans and Kirghiz, and have gained the day. They have a large army, all the troops from Urumchi having been sent on there. Yarkand is quiet, and the Kashmire traders, who have been allowed to enter it, are said to be doing very well in trade. In Chinese Turkestan the inhabitants of the country are permitted to come and go as they please, but this leave is not accorded to strangers. An order was received from China that all Andijans without exception should be expelled from the country. Accordingly all were obliged to go. Several traders have arrived at Yarkand from China and have brought tea, sugar, cups, &c. No reinforcements have arrived for the army, but it is said that 20,000 men are in the neighbourhood on the frontier of Ili.

THE Japanese Minister and Madame Woyeno were entertained by the Turkish Ambassador at dinner, on the 19th April. Sir Henry and Lady Layard were also present; this being one of their last days at Home, before again proceeding East. They arrived at Turin on the 23rd instant, and proceeded next day for Venice, where they were to embark on board Her Majesty's despatch vessel *Salamis* for Constantinople.

#### Marine Court.

(Before H. G. Thomsett, Esq., R.N.)

Wednesday, June 4.

#### WHO IS MASTER ON BOARD SHIP?

Pang Amun, chief engineer; Lau Aohung fireman, and Tang Ayan, quarter-master, were charged on remand (1) with mutinous conduct on board the S. S. *Norna*, on the high seas, and (2) with maliciously breaking a boat to pieces on board that steamer, on the 25th May, the said vessel then being a ground off Hainan Head.

The defendants had been remanded, being admitted to bail in \$400, each, for which amount the owner of the vessel, Mr Kwok Acheong, stood bail.

Mr Stephens, of Stephens and Holmes, appeared to which the case on behalf of the defendants. Mr Archibald Gillespie Walker, master of the steamer *Norna*, was examined yesterday.

James Mayne, the Chief Mate, recalled stated—I recollect the vessel getting on shore on a sand-bank at 1 p.m. on the 27th ultimo. There was land in sight, but I do not know the name of it. The land was distant eight miles, and it bore West by North. After the ship got on shore, about 6 p.m., the Captain ordered me to tell the Chief Engineer to go ahead with the engines. The Engineer said he had not enough steam. I told him to tell the Captain when he had got enough. I told the Captain what the Engineer said. The Captain was on the bridge at the time. About an hour afterwards the engines were started easy. The Captain did not know whether the engines were going ahead or astern.

Captain Thomsett: How do you know that? You were on the forecastle and the Captain on the bridge, and you could not tell what was in the Captain's mind. How can you say, then, that he did not know?

Witness said that was so. Continued:—The vessel appeared to me to be going ahead. The highest water we had was 17 or 18 feet forward; that was at 11 p.m. I sounded round about the ship for some distance about 3 p.m. All I know about the mutinous conduct with which defendants are charged is that they did not obey the Captain's orders; I could see and hear that was the case. I heard the Captain's order the Chief Engineer to give him steam; he ordered him to go ahead. The Engineer said, "What for, ship a-ground?" I did not hear the telegraph sounded. The telegraph on board is a good one. I knew of nothing else with respect to the mutiny on that date. The next day (28th) I saw that the first and second defendants both took part in breaking up a boat which was on deck. The Captain ordered them not to do so; they said they wanted it for firewood; part of it was thrown overboard. I did not see what became of the other part.

By Mr Stephens:—First defendant said he had no steam when I told him to go ahead. The tide was flowing at the time. The vessel was not afloat, but with the assistance of the engines she might have gone off the bank. The engine did not move for an hour. The boatswain never obeyed my orders. There was no order on board the ship. I have not been long with the Chinese, but from what I have seen of them they are a lawless lot of people. The Captain's orders were not always obeyed. The comrade had some authority over the crew.

As an instance the comrade could get the men to shift the cargo from aft forward when I could not. The comrade was the only man on board the ship among the Chinese; he was a very good man.

Mr Stephens: Was it not owing to the comrade being able to speak Chinese that his orders were obeyed?

Witness: No, the boatswain spoke English, and he would not obey me. Defendants all speak English.

Captain Walker: Will you ask my chief officer what my position was on board the ship?

Captain Thomsett said that had nothing to do with the case; he was not going into a history of the *Norna*.

Captain Walker then put several questions which Captain Thomsett said were quite relevant. The questions his reference to

rules being drawn up for the discipline of the ship and the boat-stations in case of emergency.

Edward Silhouette, the second mate, said he had been on board the *Norna* for the last 7 weeks.—At 8 p.m. there were about 12 feet of water, and the tide had just begun to rise. I heard the Captain ask the first defendant if he had steam, and defendant said, "Oh! you too muches humbug me." The Captain turned round and said, "You hear what that man says?" I said, "I did, and he told me to remember it." The first defendant said, "You too muches humbug, ship ashore." The Captain told him to obey orders, and said, "You want to be Captain and Engineer too, I suppose." The Captain was walking about the decks waiting for steam, and at about a quarter to twelve o'clock the tide was beginning to ebb, when I heard the propeller moving. After we had shifted the cargo the vessel was drawing two and three quarter fathoms, and she then glided into seven fathoms. That was the day after we got ashore (28th). I know nothing more of the mutinous conduct. We say the Chinese grouped together, but as we did not understand their language we did not know what they were saying.

To Captain Walker:—It was about 8 o'clock when I heard you ask for steam. The orders to the engine-room were always given by telegraph. I did not hear you say "full speed ahead." I heard you tell the first and second defendants that you would give them six months in gaol if they broke the boat.

To Captain Thomsett:—The Captain appeared to be addressing the Chief Engineer more particularly when he spoke to the first and second defendants than to the third.

To Captain Walker:—I saw the men packing up their clothes, and I remarked to the No. 1 quarter-master that if he took all the clothes he was packing up, there would be no chance for us.

Captain Thomsett (addressing Inspector Matheson) asked him if he came to the Court to advise the complainant, as he appeared to be doing so.

Inspector Matheson said that he came to conduct the case for the prosecution.

Captain Thomsett intimated that he would communicate with the Superintendent of Police to enquire in what position a Police Officer appeared in Court.

Inspector Matheson said he thought he had a right to advise the complainant to ask any questions which might further the ends of Justice.

Captain Thomsett said he would communicate with the Superintendent on the subject.

Addressing Captain Walker, the Marine Magistrate said, "Have you any other witness?"

Captain Walker: Yes, your Worship, the comrade, if he will speak the truth.

The comrade was then called, and declared. He said:—I heard the Captain say immediately after the vessel got ashore that he would want steam at any moment. The Captain told me to tell the Engineer to go ahead with the engines. I told the Engineer, and the engines were moved ahead at 7 o'clock. I did not hear defendants say that they would not go ahead. I have been in the *Norna* at intervals for four years. This time I have been about two months on board. I did not see the boat broken up.

Captain Walker: I do not want to hear any more questions; but is telling a lie before his god—

Captain Thomsett continued the examination:—I did not see the melons thrown overboard; my duty is to pay the men their wages on board the steamer.

Captain Walker (springing to his feet) said: "That man (pointing to witness) has committed perjury; he saw the boat broken up. He has committed perjury, and I give him into custody now for perjury."

Captain Thomsett: You sit down.

Witness went on to say that he had the power to discharge the men on board. He could not discharge anybody without first consulting the Captain.

By Mr Stephens:—I heard the Captain say that he wanted everything thrown overboard. I think he meant the boat as well as the melons. The Captain said the boat and melons were blocking up the way. The crew was very obedient and would obey the Captain's orders through me as interpreter. The boat and melons belonged to the Chief Engineer.

Mr Stephens, addressing the Court, said that with regard to the charge he thought that it had not been made out. When a ship got ashore there was always confusion.

The Engineer did try to obey the order he received, but owing to some defect in the injection pipe, the engines would not move. Defendants would say so, if asked.

First defendant said, in reply to Captain Thomsett, that he obeyed all the orders given to him. Each time that he was told to move the engine he did so. Whilst the ship was on shore the engines would not move; defendant tried to move the engines. With regard to the charge of breaking up the boat, the boat and melons, defendant said, were his property. The Compradores and Captain both told him that the boat was in the way. The Captain did not tell him not to break the boat up.

Mr Kwok Acheong, the owner, said that there were six boats belonging to the *Norna*; the sampan was not his property. Defendants all bore a very good character; the first defendant had been employed by the witness for 17 or 18 years, the second for 4 years, and the third (who was the best man he had in his employ) for twenty years. The Captain never complained about the conduct of the men.

The Magistrate said he did not think the charge against the Chief Engineer, of disobeying orders, could be sustained, as there appeared to be some doubt as to his ability to obey the orders, as the ship was ashore. There was also some discrepancy as to the time at which the order was given. The boat was shown to be private property.

The case was dismissed.

#### Police Intelligence.

(Before C. V. Creagh, Esq.)

Wednesday, 4th June.

#### DRUNKS.

James Quin, seaman H. M. S. *Victor Emmanuel*, was charged with being drunk and refusing to pay his bill, and further with assaulting the police in the execution of their duty. The defendant admitted the charge of drunkenness, but said he did not remember anything of what had occurred. Fined \$1, with the alternative of five days' hard labour, and ordered to pay 80 cents amends to chair-coolies.

John Tolson, seaman, British barque *Cayman*, and John Martin, seaman unemployed, were fined 50 cents each for being drunk and incapable.

They were fined 50 cents each for being drunk and incapable.

William Currow, cook and steward unemployed, was fined 50 cents for a similar offence.

#### DISHONEST CHAIR-COOLIES TRIUMPHANT.

Wong Atai and Wong Anui, chair-coolies,

were charged with stealing \$6 in notes, the property of one Henry Stuart, a seaman on board the *Victor Emmanuel*. Complainant stated that he engaged the defendants to carry him from the Royal Naval Hospital, and when nearing Murray Barracks, a seaman asked him for the loan of three cents. Complainant took six dollars from his pocket and placed it on the seat of the chair in order to get at the cents. He then paid off the chair and walked towards the Temperance Hall. After walking for three or four minutes, he missed his dollars, and remembered that he had left them on the seat of the chair. He next saw defendants at the door of the Temperance Hall, and gave them into custody.

Defendants denied all knowledge of the money. They said complainant engaged their chair and refused to pay the hire. The complainant gave them into custody when they asked for their fare.

The complainant was unable to identify any of the notes, and Mr Creagh ordered the defendants to enter into their personal recognizance in \$60 each to be of good behaviour for twelve months.

#### THREE OLD GAOL BIRDS.

Leung Asui, a hawker, was fined \$6 for being out without a light or pass at 1.30 a.m. He admitted two previous convictions for larceny, and one as a rogue and vagabond.

Lo Afu, a coolie, was sent to three months' imprisonment, the first and last 14 days in solitary confinement, the rest with hard labour, for stealing a piece of wood valued at ten cents. He admitted the charge and one previous conviction for unlawful possession.

Leung A-sing, a carpenter, was sent to six months' imprisonment, the first and last 14 days in solitary confinement, and the rest with hard labour, for stealing a pair of shoes valued at 15 cents. He admitted the charge and two previous convictions for larceny, and pleaded poverty in extenuation.

Captain Thomsett, said he would communicate with the Superintendent on the subject.

Addressing Captain Walker, the Marine Magistrate said, "Have you any other witness?"

Captain Walker: Yes, your Worship, the comrade, if he will speak the truth.

The comrade was then called, and declared. He said:—I heard the Captain say immediately after the vessel got ashore that he would want steam at any moment. The Captain told me to tell the Engineer to go ahead with the engines. I told the Engineer, and the engines were moved ahead at 7 o'clock. I did not hear defendants say that they would not go ahead. I have been in the *Norna* at intervals for four years. This time I have been about two months on board. I did not see the boat broken up.

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The Magistrate said he did not think the charge against the Chief Engineer, of disobeying orders, could be sustained, as there appeared to be some doubt as to his ability to obey the orders, as the ship was ashore. There was also some discrepancy as to the time at which the order was given. The boat was shown to be private property.

The case was dismissed.

#### A RENDITION CASE.

The remanded case, in which application

was made for the rendition of thirteen men by the Chinese Government on a charge of burglary and murder, came on again to day before Mr Creagh. It may be remembered that defendants were said to have taken part in a raid which had been made on the Tsim Kong Village, Poen Yu District, near Canton. Seven persons were murdered in the village, and property of considerable value was carried off. One of the men whose houses were attacked and robbed, named Hung Chui Wing, a farmer, said he could identify twenty-two of the robbers and that they had taken refuge in this Colony. He pointed out the thirteen defendants to Sergeant Toomey, who arrested them; the others were not found.

On the case being resumed to day, Mr Sharp appeared to watch the case on behalf of the Chinese officer who applied for the rendition of the defendants; and Mr Ng Choy appeared for the defence.

Hung Chui Wing was recalled and cross-examined at considerable length by Mr Ng Choy. He said that the defendants were his clansmen. There were several divisions in the clan; the defendants belonged to one division and witness to another. There had been no dispute between the two sub-clans. Witness was not a member of the literati; he was a farmer. He had two brothers named Hung Chui-fan, and Hung Chui-pat; the latter was a Siu-tso. They both lived in the village. Witness's brother was not the headman, but was one of the gentry. There was some land in the village which was let for the benefit of the village. Hung Chui-pat had nothing to do with collecting the rents, which were for the benefit of the whole village. There was no dispute regarding the way these rents should be collected. Witness's brother (Hung Chui-pat) received six piculs of rice annually at the public expense from the Committee of Management of the public lands. None of the other members of the clan ever remonstrated about this grain. His brother had graduated. Defendants belong to the first division of the clan, witness to the second. The year before last a complaint had been made to the Magistrate about defendants' division stealing fruit, and other misconduct. Witness knew of no dispute about the *feng-shuei* of a grave at Tsing-shui-po. There was a quarrel about the graves there, but witness's division did not put up the graves of defendants' division. The complaints made to the Magistrate had nothing to do with the graves. There was no division fight in the village. Witness's division was numerically stronger than defendants' division; witness's division numbered about 80, and defendants' about 60, including children. Witness's division was the wealthier of the two. Regarding the attack of the 3rd February, it was a gai day, and there was a feast. The whole of the villagers had been drinking, witness had two cups of wine. Each family had their own feast; it was not a common feast in the village. Witness then related what occurred when his house was attacked and robbed. Third defendant, he said, was the wealthiest man in his division,

## To Let.

TO LET.

Two Houses, Nos. 29 and 31,  
HOLLYWOOD ROAD,  
Apply to  
J. J. dos REMEDIOS & Co.  
Hongkong, May 9, 1879.

## TO LET.

OFFICES,  
PRAYA CENTRAL,  
now occupied by Messrs. NORTON & Co.,  
with possession from 1st June next.  
Apply to  
RUSSELL & Co.  
Hongkong, May 26, 1879.

## TO LET—AT WANCHAI.

FIRST CLASS  
GODOWN'S.  
Goods of every description Landed and  
Stored.  
For terms, apply to  
LANDSTEIN & Co.  
Hongkong, April 4, 1879.

## TO BE LET.

(From 1st July, 1879.)

THE PREMISES, as at present occupied by Messrs. LAMMERT, ATKINSON & Co.

## Apply to

T. G. GLOVER,  
No. 7, Queen's Road Central,  
Hongkong, June 3, 1879.

## TO LET.

ON MARINE LOT No. 65, formerly known as the "Blue Houses," Praya East:—A GROUND FLOOR, A FIRST and A SECOND FLOOR, either separately or together. FIRST-CLASS GRANITE GODOWNS.  
Apply to  
MEYER & Co.  
Hongkong, June 3, 1879.

## TO LET.

HOUSES—No. 9, ZETLAND STREET, and No. 7, PEDDAR'S HILL.  
DAVID SASOON, SONS & Co.,  
Hongkong, April 29, 1879.

## TO LET.

(For Eight Months.)

THE PARSEE VILLA, ROBINSON Road, furnished, possession from 1st July next, rent moderate. For particulars, apply to

THE OFFICE OF THIS PAPER,  
Hongkong, May 30, 1879.

## TO LET.

DUART, ABBUTHNOT Road, at present in the occupation of Messrs. GILMAN & Co. Possession from 1st June next.  
Apply to  
STEPHENS & HOLMES,  
Solicitors.

2, Club Chambers, 23rd May, 1879.

"ROSE VILLAS"—FURNISHED or UNFURNISHED, BONHAM ROAD, WITH Large TENNIS LAWN.  
Apply to  
SHARP & DANBY,  
No. 6, Queen's Road Central,  
late Messrs. E. D. SASOON & Co.,  
Hongkong, May 10, 1879.

## TO LET.

OFFICES in CLUB CHAMBERS.  
Apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, April 8, 1879.

## TO LET.

MARINE HOUSE—WEST.  
SECOND FLOOR and a GODOWN,  
OFFICES in Queen's Road, now under the occupation of Messrs. WILSON & BIRD, and Messrs. DAVIS & Co.  
Also,  
OFFICES and GODOWN in DUDDELL STREET.  
Apply to  
E. R. BELILIOS.  
Hongkong, May 21, 1879.

## TO LET.

PORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central, Possession 1st March next.  
Apply to  
LANDSTEIN & Co.  
Hongkong, February 4, 1879.

## HILLS.

## INSURANCES.

STEAM FOR  
SINGAPORE, PENANG, POINT DE  
GALLE, ADEN, SUEZ, MALTA,  
BRINDISI, ANCONA, VENICE, MEDI-  
TERNEAN PORTS, SOUTH-  
AMPTON, AND LONDON (Direct);  
ALSO  
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship EMBASSY, Captain A. SYMONS, will leave this on TUESDAY, the 17th June, at Noon.  
For further particulars, apply to  
A. MOLVER, Superintendent.  
Hongkong, June 6, 1879.

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, COLOMBO,  
ADEN, SUEZ, ISMAILIA, PORT  
SAID, NAPLES, AND  
MARSEILLES;

ALSO,  
BOMBAY, MAHE, ST. DENIS, AND  
PORT LOUIS.

ON TUESDAY, the 10th of June, 1879, at Noon, the Company's S. S. TIGRE, Commandant CHAMPEON, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 9th of June, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, May 28, 1879.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH to NEW YORK, VIA  
OVERLAND RAILWAYS, and TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. MAIL S. S. CITY OF PEKING will be despatched for San Francisco, via Yokohama, on MONDAY, the 16th Inst., at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

On Through PASSAGES to EUROPE, a REDUCTION of TWENTY PER CENT. from Regular Rates is granted to OFFICERS of the ARMY and NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES in COMMISSION.

Freight will be received on board until 4 p.m., the 15th Inst. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.  
Hongkong, June 3, 1879.

Occidental & Oriental Steam-  
ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL  
and

UNION PACIFICO AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S. S. GAEILIC will be despatched for San Francisco via Yokohama, on about July 1st, 1879, at 8 p.m., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 30th Instant. PARCEL PACKAGES will be received at the Office until 5 p.m. same day: all Parcel Package should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PAS-  
SAGE TICKETS.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 9, Queen's Road Central.

H. M. BLANCHARD,  
Acting Agent.  
Hongkong, June 2, 1879.

## INSURANCES.

SWISS LLOYD  
TRANSPORT INSURANCE COMPANY  
OF WINTERTHUR.

INSURANCES granted on MARINE  
RISKS to all parts of the World.

MEYER & Co., Agents.  
Hongkong, June 6, 1879.

SCOTTISH IMPERIAL INSURANCE  
COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at  
Current Rates. Considerable Reduction  
in Premium for LIFE Insurance in  
China.

MEYER & Co., Agents.  
Hongkong, June 6, 1879.

## HOLLIDAY, WISE &amp; Co.

HOLLIDAY, WISE & Co., Agents.  
Hongkong, June 6, 1879.

## Insurances.

## ROYAL INSURANCE COMPANY

THE Undersigned, Agents for the above Company, are prepared to grant  
assurances at current rates.

MELCHERS & Co.,  
Agents, Royal Insurance Company.  
Hongkong, October 27, 1874.

QUEEN FIRE INSURANCE  
COMPANY.

THE Undersigned are prepared to grant  
Policies against FIRE to the extent of  
\$45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON & Co.,  
Agents.  
Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

THE Undersigned are prepared to grant  
Policies against FIRE to the extent of  
\$45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

HEAD OFFICE—HONGKONG

GENCOLES at all the Treaty Port of  
China and Japan, and at Singapore,  
Saigon and Penang.

Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

NO CHARGE for POLICY FEES.

JAS. B. COUGHTR,

Secretary.

Hongkong, November 1, 1871.

## THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTS  
of  
His Majesty King George The 4th,  
A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:

Marine Department.

Policies issued at current rates payable  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at  
current rates. A discount of 20% above.

Life Department.

Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong  
for the above Company, are prepared to  
grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & Co.,  
Agents.

Hongkong, July 6, 1875.

CHINESE INSURANCE COMPANY,  
(LIMITED.)

NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.

In accordance with the Company's Articles  
of Association, Two Thirds of the Profit,  
are distributed annually to Contributors  
whether Shareholders or not, in proportion  
to the net amount of Premium contributed  
by each, the remaining third being carried  
to Reserve Fund.

J. BRADLEE SMITH,

Secretary.

Hongkong, December 9, 1878.

LANCASHIRE INSURANCE  
COMPANY.

NOTICE.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, or  
Goods on board Vessels and in Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posal or any other information, apply to

ARNOLD, KARBERG & Co.,  
Agents, Hongkong & Canton.

Hongkong, January 4, 1877.

MANCHESTER FIRE ASSURANCE  
COMPANY OF  
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling  
of which is paid up £100,000

Reserve Fund up to £120,000

Annual Income £250,000

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